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Application No.: 10/724,078

Docket No.: 20663-00025-US1

AMENDMENTS TO THE CLAIMS

This listing of the claims will replace all prior versions and listing of the claims in this application.

Listing of the Claims:

1. (Canceled)

2. (Currently amended) A vehicle door attached to the ~~getting in/out~~ section opening of a vehicle ~~in a manner enabling it to open and close,~~ comprising:

a window at an upper side of said door and a panel at a lower side, ~~further comprising: thereof.~~

a glass plate which is movable upward and downward, ~~and closes to close~~ said door window when the glass plate ~~rises~~ moves upward, and is housed inside said ~~vehicle~~ panel when the glass plate ~~falls~~ is lowered, guide rails which are arranged at the front and rear sides ~~of the upward and downward movement locus~~ of the glass plate ~~and to guide the glass plate during upward and downward movement,~~ and a drive unit ~~which is provided inside the panel of the door and drives for driving~~ said glass plate up and down, where said drive unit ~~for driving the glass plate up and down is provided with~~ includes:

a base panel having a plurality of pulleys for guiding wires for driving the glass plate up and down,

a drum for driving the wires, ~~provided on the base panel,~~

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a carrier plate ~~constructed so as~~ to move up and down between upper and lower pulleys while supporting a lower side of said glass plate, and

the wires which are being laid across the plurality of pulleys provided at upper and lower positions of said base panel, partially wound around the drum for ~~driving said wires, and having ends fixed to said carrier plate at ends, and~~

~~constructed so that~~ the wires laid across the pulleys are being moved by rotating said wire driving drum to drive the carrier plate up and down, ~~wherein~~

at wire fixing portions on said carrier plate, having vertical through holes are formed in a part of the carrier plate, free ends of said wires ~~laid across the pulleys are being~~ inserted through the through holes, stopper members having a larger diameter than that of said wires through holes are fixed to ~~sides of the wire~~ free ends inserted through the through holes, and flared trumpet-shaped guide portions ~~the pulley sides of which are made larger in diameter opposite said stopper members~~ are formed at hole edges ~~at the pulley sides of the through holes in a condition where~~, centrally positioning the penetrating wires are positioned at a center said flared guide portions have inner curved surfaces for guiding the wires and preventing cutting of the wires as said carrier plate moves upward.

3. (Currently amended) The vehicle door according to Claim 2, wherein the wire fixing portion on the carrier plate closer to the upper pulley side is provided on a projecting member that faces sideward and is positioned at a lower position of the carrier plate so that the fixing portion on the carrier plate ~~becomes~~ is distant from the upper pulley.

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4. (Withdrawn) A vehicle door attached to the getting in/out section of a vehicle in a manner enabling it to open and close, comprising:

a window at an upper side and a panel at a lower side, further comprising:

a glass plate which is movable upward and downward, and closes said door window when the glass plate rises, and is housed inside side vehicle panel when the glass plate falls, guide rails which are arranged at the front and rear sides of the upward and downward movement locus of the glass plate and guide the glass plate, and a drive unit which is provided inside the panel of the door and drives said glass plate up and down, where said drive unit for driving the glass plate up and down is provided with a base panel having a plurality of pulleys for guiding a wire for driving the glass plate up and down,

a drum for driving the wire, provided on the base panel,

a carrier plate constructed so as to move up and down between the upper and lower pulleys while supporting a lower side of said glass plate, and

wires which are laid across the plurality of pulleys provided at upper and lower positions of said base panel, partially wound around the drum for driving said wires, and fixed to said carrier plate at ends, and furthermore,

a tensioner which is provided between the pulleys and the drum, and tensions the wires to prevent the wires from slackening when the wires are about to slacken, and

constructed so that the wires laid across the pulleys are moved by rotating said wire driving drum to drive the carrier plate up and down, wherein

a main body of said tensioner is provided with a first slide member and a second slide member that are provided in parallel and connected to each other;

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a gap for forming a passage for said wire is provided between the first slide member and second slide member;

the first slide member is pivotally attached to the base panel so that the second slide member can reciprocate like a pendulum,

the circumferential surfaces of the first slide member and second slide member, which are opposed to the wire passing through the wire passage between said first slide member and second slide member, are almost V-shaped and provided with groove bottoms at which the wire passes through at centers, and

in response to rotation of the drum having said spiral groove, even when a movement locus of the wire advancing and retreating between the drum and pulley deflects in a drum axial direction, the wire passing through said wire passage between the first slide member and second slide member always passes along the groove bottoms of the first slide member and second slide member.

5. (Withdrawn) The vehicle door according to Claim 4, wherein a separating condition between the base panel and the grooves formed into almost a V shape in the tensioner is set so that, in a condition where the movement locus of the wire laid across the drum and pulley deflects in the drum axial direction due to the rotation of the drum that has said spiral groove, the V-shaped grooves of the tensioner are at positions slightly deviating toward sides to which the greatest tension is applied from a center of the deflection width.